| California Environmental Protection Agency<br>AIR RESOURCES BOARD | SUZUKI MOTOR CORPORATION | EXECUTIVE ORDER M-004-0363-1<br>New On-Road Motorcycles |
|---|---|---|

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;

**IT IS ORDERED AND RESOLVED:** That the engine and emission control systems produced by the manufacturer are certified as described below for four-stroke gasoline-powered motorcycles. Production vehicles shall be in all material respects the same as those for which certification is granted. **The manufacturer shall ensure that character "C" or "3" is not used in the eighth (8th) position of the vehicle identification number (VIN) of all vehicles in the engine family listed below. Violation of this VIN provision may result in incorrect registration of the vehicles.**

| MODEL YEAR | ENGINE FAMILY | EVAPORATIVE FAMILY | ENGINE DISPLACEMENT (cc) | CLASS |
|---|---|---|---|---|
| 2005 | 5SKXC.599VW2 | 5SKXE0018YT4 | 599 | III |

| SPECIAL FEATURES & EMISSION CONTROL SYSTEMS | VEHICLE MODELS (equivalent inertia mass in kilograms, kg) | * = not applicable |
|---|---|---|
| SFI, PAIR | GSX-R600 (270 kg)<br>GSX-R600X (270 kg) | |

ABBREVIATIONS: EM=engine modification TWC=three-way catalyst OC=oxidizing catalyst WUTWC/WUOC=warm-up TWC/OC O2S=oxygen sensor HO2S=heated O2S EGR=exhaust gas recirculation AIR=secondary air injection PAIR=pulsed AIR MFI=multi port fuel injection SFI=sequential MFI TBI=throttle body fuel injection DFI=direct fuel injection TC/SC=turbo/super charger CAC=charge air cooler 2 (prefix)=parallel (2) (suffix)=in series

The following are the exhaust hydrocarbon plus oxides of nitrogen (HC+NOx) and carbon monoxide (CO) standards, or designated HC+NOx standard as applicable, and certification levels in grams per kilometer (g/km), and evaporative standard and certification level in grams per test (g/test) for this engine/evaporative family. The designated HC+NOx standard, as applicable, shall be listed on the permanent tune-up label.

| | | | | EARLY COMPLIANCE CREDIT MULTIPLIER | | | * |
|---|---|---|---|---|---|---|---|
| HC+NOx (g/km) | | | | CO (g/km) | | EVAPORATIVE (g/test) | |
| CORPORATE AVERAGE STANDARD | DESIGNATED STANDARD | (DIRECT) STANDARD | CERTIFICATION LEVEL | STANDARD | CERTIFICATION LEVEL | STANDARD | CERTIFICATION LEVEL |
| 1.4 | 1.6 | * | 1.1 | 12 | 8 | 2.0 | 0.7 |

**BE IT FURTHER RESOLVED:** That certification to the designated HC+NOx standard listed above, as applicable, is subject to the following terms, limitations and conditions:

The designated HC+NOx standard shall be the exhaust emission limit for this engine family and cannot be changed during the model year. It serves as the HC+NOx exhaust standard applicable to this engine family for determining compliance with Title 13, California Code of Regulations, Sections 1958(b) and 2101.

**BE IT FURTHER RESOLVED:** That the listed motorcycles are certified to the aforementioned HC+NOx standard, or designated standard as applicable, prior to the 2008 model year and are hereby granted an early-compliance credit multiplier listed above pursuant to Title 13, California Code of Regulations, Section 1958(g).

**BE IT FURTHER RESOLVED:** That the Executive Officer has been provided all materials required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Code of Regulations, Sections 2035 et seq.).

**BE IT FURTHER RESOLVED:** That because the listed motorcycles are certified to 0.2 grams per test or more below the applicable evaporative standard, the vehicles are exempt from complying with the Air Resources Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" pursuant to Executive Order G-70-16-E.

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

**This Executive Order is only granted to the engine family and model-year listed above. Vehicles in this family that are produced for any other model-year are not covered by this Executive Order.**

This Executive Order hereby supersedes Executive Order M-004-0363 dated September 13, 2004.

Executed at El Monte, California on this 26TH day of January 2005.

Allen Lyons, Chief
Mobile Source Operations Division

E.O. No. M-4-363-1

# MOTORCYCLE
# *2005* MODEL-YEAR CERTIFICATION REVIEW SHEET

Manufacturer: **SUZUKI MOTOR CORPORATION**

Engine Family: **5SKXC.599VW2**

Evaporative Family: 5SKXE0018YT4

Evaporative Group: G-6

Engine Information:

| | |
|---|---|
| 599 | Displacement (cc) |
| L4 | Engine Config. |
| 4 | Valves/Cylinder |
| 4 | Strokes/Cycle |
| Liquid | Cooling Medium |
| n/a | No. Carburetors |
| n/a | Bbls. per CARB |

Rated **kW** 88.3 @ 13,000 RPM
**HP** 118.4 @ 13,000 RPM

Sales location CA___ 49S X 50S X

Exhaust ECS & special features: ECM / PAIR / SFI
(per SAE J1930 SEP91)

| | Page No. In Application |
|---|---|
| 1. Warranty Statement | Ref. Suzuki Warranty Policy Booklet |
| 2. Warranty Parts List | pp.7-10 through 13 |
| 3. Tune-up Label w/HC+NOx Std<br>Vacuum Hose Diagram | pp. 7-14 & 7-15 |
| 4. Projected Sales | p.7-16 |
| 5. Vehicle Description | pp.7-5 & 7-9 |
| 6. Durability Data Plot<br>(Exhaust/Evaporative) | Attached |
| 7. CALIFORNIA Sales < 500 | No |
| 8. Carry-Over/Carry-Across MY & ID | Exhaust / Evaporative |
| Durability | '04...00016 / '01...00009 |
| Bench (G-5) | N/A / '87 .. 00035** |
| Emission | '04...00016 / '01...00009 |
| 9. Type Evaporative Control | Canister |
| 10. EVAP Bench Test Proc. Approval | Date: 29JAN82 |
| 11. Fill Pipe / Access Zone | Exempt |
| 12. EPA Certificate* | Suzuki-MC-05-23 |
| 13. Corporate Plan | E.O.# M-4-359-1 [13sep2004] |

UNIT = gr/km

1) Projected Emissions include DFs

| VEHICLE I.D. | Engine code | displ | trans | EIM Kg | RL Force | MPG | HC | NOx | HC+NOx | CO | EVAP | CO2 | Test # |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TTD:** | | | | | | | | | | | | | |
| **JS1GN7CA742100016** | N727 [29G1] | 599 | M-6 | 280* | 131.4 | 43.7 | 0.95 | 0.17 | (1.12) | (8.2) | — | 111.2 | WS6 |
| **EVAP:** | N723 | 599 | M-6 | 270 | 129.3 | | | | — | — | (0.67) | — | WM6 |
| **JS1GN7BA312100009** | [39F1] | | | | | | | | | | | | |
| | (1) Comply with class III standards of | | | | | | | | 1.4~~1.6~~ | 12 | ~~1.8~~ 2.0 | | |
| | and include Deteriorations Factors of : | | | | | | 1.000 | 1.078 | -- | 1.000 | 0.000 | | |
| ****JS1VX51L0H2100035** | | 1360 | $DF_B$ | | | | | | | | | | |

Remarks:

*Actual EIM is 270 Kg. CARB C-96-323 authorizes C/A of G-5 bench DF for G-6 evaporative group.
Therefore, the EVAP DF is the average of DFV 0.000 and DFB 0.000.
The EVAP DF is applied to GSX-R600 SHED TEST results to establish to EVAP Certification Level.
The ***MY2005*** Designated Exhaust Emission HC+NOx Standard: **1.6** gm/km.

R/C; Add model

Model Name: **GSX-R600 & GSX-R600X**
VIN Model Identifier: **GN7CA**.

*EPA certificate number is based on the sequential order of 2005 motorcycle application submission.

Date Issued: 12aug2004 jL revised: 20dec2004 (R1) jL

Application Processed by R.Kong Date 1-21-05 Reviewed by J Hada Date 1-24-05

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